

PONTIAC 1966

Pontiac 1966

Brougham 4-Door Hardtop.....	2 & 3	GTO Convertible.....	31
Brougham Hardtop Coupe and Convertible.....	4 & 5	2+2 Options.....	32
Grand Prix.....	7, 8 & 9	GTO Options.....	33
Bonneville Convertible.....	10 & 11	LeMans 4-Door Hardtop.....	34 & 35
Bonneville 4-Door Hardtop and Hardtop Coupe.....	12	LeMans Convertible, Hardtop Coupe and Sports Coupe.....	36
Star Chief Executive 4-Door Sedan.....	14 & 15	Tempest Custom Convertible.....	38 & 39
Star Chief Executive 4-Door Hardtop and Hardtop Coupe.....	16 & 17	Tempest Custom 4-Door Hardtop, Hardtop Coupe, Sports Coupe and 4-Door Sedan.....	41
Ventura 4-Door Hardtop.....	18 & 19	Tempest Sports Coupe and 4-Door Sedan.....	42
Ventura Hardtop Coupe, 4-Door Sedan and Convertible.....	20 & 21	Bonneville Station Wagon.....	44 & 45
Catalina Convertible.....	22 & 23	Catalina Station Wagons.....	46 & 47
Catalina 2-Door and 4-Door Sedans.....	24 & 25	Tempest and Tempest Custom Station Wagons.....	48
Catalina Hardtop Coupe and 4-Door Hardtop.....	26 & 27	Engines and Transmissions.....	50
2+2 Convertible.....	28	Power Trains and Rear Axle Ratios.....	51
2+2 Hardtop Coupe.....	29	Color Combinations.....	52
GTO Hardtop Coupe and Sports Coupe.....	30	Specifications.....	Back Cover

Brougham

BROUGHAM 4-DOOR HARDTOP



Brougham is without a doubt the most elegant Pontiac ever made. And if there's any question as to how great we make our cars, wait till you see Brougham in the quick. The Brougham has all the elegance, distinctive styling, performance and prestige you'd normally pay a fortune for. But you guessed it, Pontiac gives it to you at an incredibly sensible price. Outside, clean handsome lines on a long, low 124-inch wheelbase. Inside . . . tasteful touches of expanded Morrokide are combined with sumptuous Plaza bolster cloth

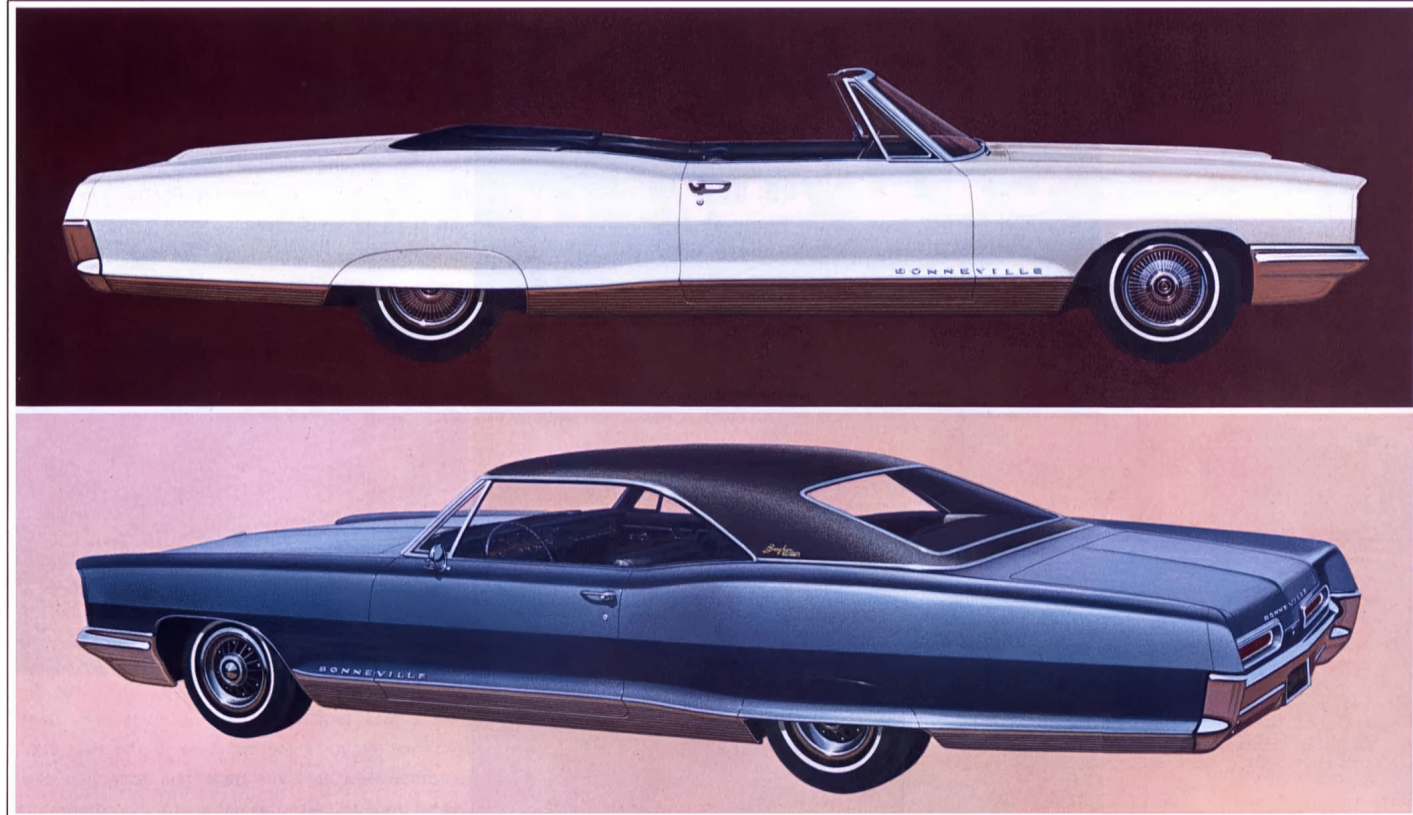


and Palais pattern cloth fabrics to cover the all-new profile bench seat. Bench seats with front and rear armrests are standard in the four-door hardtop. Now turn the page and see what else we've done to make this car so downright elegant.

We deliberately designed the Brougham to be gloriously enticing, but we were really hardly fair, we made the Brougham in three stunning models and and, therefore, made it three times as enticing. The luxurious four-door hardtop (shown with Cordova vinyl top) you saw on the previous page. The sleek hardtop coupe and convertible are below. Beautiful? Beautiful! But, it's inside where the Brougham does most of its high-stepping. It's here where you'll find the features that make the Brougham what it is . . . things like plush nylon blend carpeting and sumptuous seating accommodations for up to six people, fully padded instrument panel with walnut inlays, a deluxe steering wheel also trimmed with walnut inserts, and standard equipment such as an electric clock, courtesy lamps, assist grip, and hinged door pulls. Even the doors are

specially designed to carry through the look of sheer luxury. Special Wide-Track engineering and Brougham's long wheel-base sweep you along in smooth, hushed comfort. And when the 325-hp V-8 is coupled to the silky-smooth Turbo Hydra-Matic, acceleration is effortless and cruising's a joy. You really don't need the special emblems to tell the world you drive a Pontiac Brougham. They'll know from the look of supreme satisfaction on your face. The new profile front seat—standard on the convertible and two-door hardtop—gives you all the advantages of a bench seat when the free standing armrest is up. With the armrest down, you're wrapped in the comfort of bucket seats. And the seats are covered with all-new fabrics. These fabrics, available in your choice of some very exquisite colors, are luxurious looking and soft to the touch.

BROUGHAM CONVERTIBLE



BROUGHAM HARDTOP COUPE



(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on the back cover. They're available at extra cost and well worth it in driving comfort and convenience.)



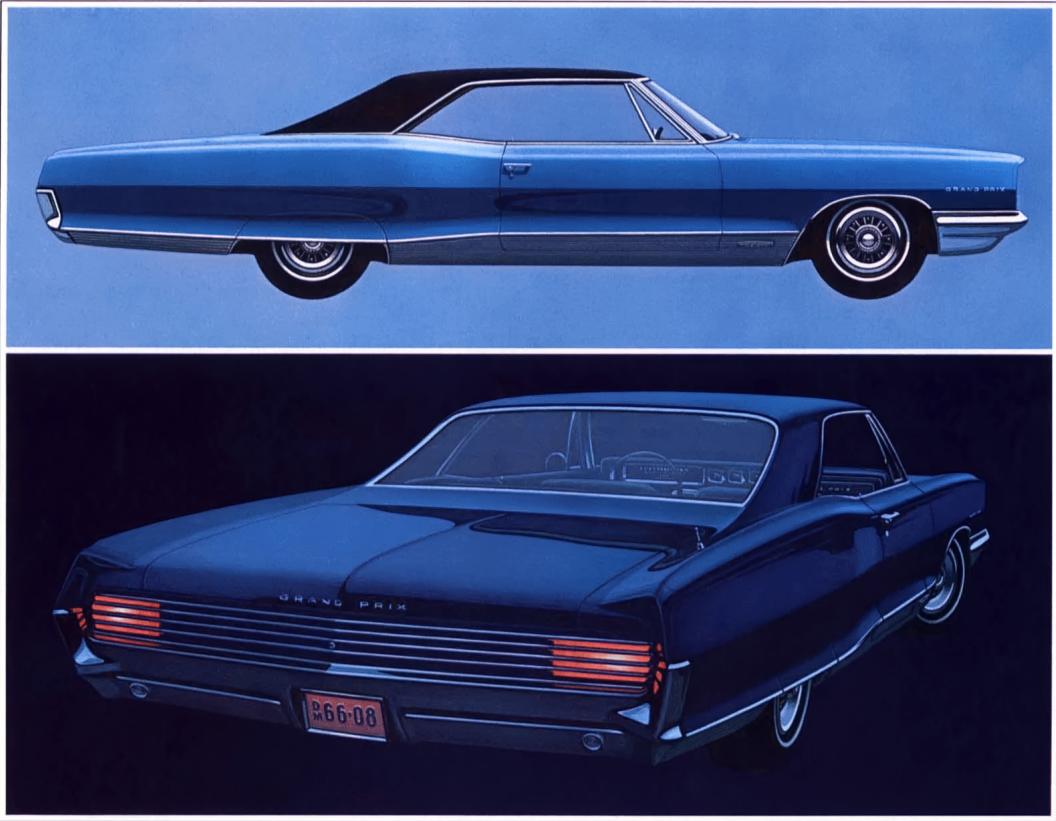
Grand Prix

proved itself a classic the day it was introduced, four years ago. And since then, many cars have tried to follow in its Wide-Track. Let them try. They just can't seem to capture that perfect combination that makes a GP a Grand Prix. What's the formula? Maybe it's the smart restraint we use in chrome decor. Maybe it's our unbeatable power train options. Maybe it's the feeling you get when you start the engine and slip it into gear, and sense the swift acceleration through the new contoured bucket seats. Or maybe it's just the idea of getting behind the wheel of a Grand Prix and watching the world watch you. Whatever it is, the Grand Prix has just outdone itself again.

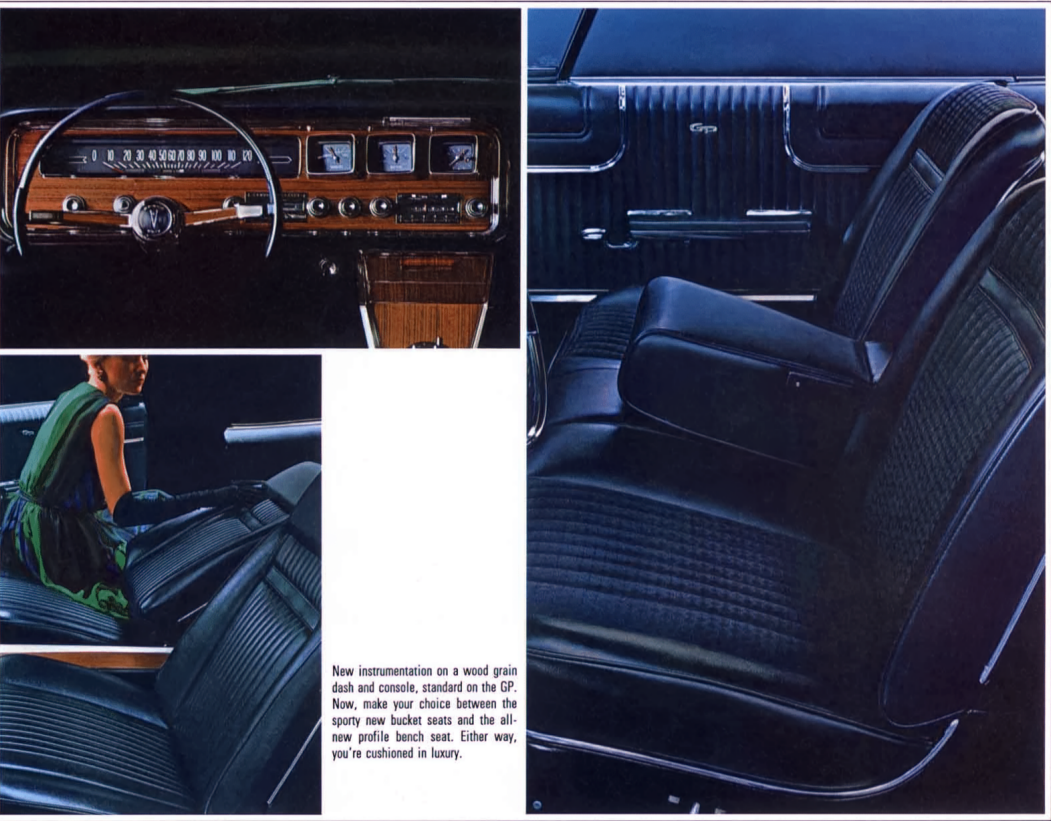
Does any car have the right to be this beautiful? Only if it's a Pontiac and its name is Grand Prix. So beautiful, in fact, its clean, aristocratic lines have set the standard for personal luxury cars. And what could be more beautiful than the monochromatic all-Morrokide interior of a GP with its standard bucket seats (in eight different, beautiful colors), full nylon blend carpeting and walnut accented dash? And don't forget the walnut trimmed console that's also standard. You're the kind that likes performance, too? Well, what could be performancier than the 389-cubic inch, 333-hp V-8 with

dual exhausts? Practically nothing. If you like, the new profile front seat can be yours at no extra cost. Of course, you have to give up the console. With the free standing armrest up, you have a bench seat. Down, you've got sporty bucket seat styling. And you have a choice of expanded Morrokide or a combination of Palais pattern cloth with expanded Morrokide at no extra cost. Of course, for the ultimate, you can order the headrests, reclining front seat, power-operated seats and power window lifts.

GRAND PRIX HARDTOP COUPE



GRAND PRIX HARDTOP COUPE



New instrumentation on a wood grain dash and console, standard on the GP. Now, make your choice between the sporty new bucket seats and the all-new profile bench seat. Either way, you're cushioned in luxury.

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Bonneville

has a great reputation for beauty, performance, prestige and quality, but you know in your heart it hasn't rested on its laurels for 1966. In fact, Bonneville comes on stronger than ever—even more beautiful and more luxurious—but still retains that great Wide-Track ride, made even better by its 124-inch wheelbase. Now you ask, how do you improve on a magnificent car like the Bonneville? Look at one. Sit in one. Drive one. See if we haven't done it again!

If you happen to be the type who naturally gravitates towards things of beauty, beware of the Bonneville. You'll find it delightfully irresistible. Whichever way you want your Bonneville: convertible, two-door hardtop, four-door hardtop, or three-seat station wagon, it comes wrapped in a nice, big beautiful Wide-Track package. And you can get just about every option that Pontiac makes to turn it from a great car to a fantastically great car. For instance, if the standard 333-hp V-8 isn't enough (and we can hardly imagine that), you can order any one of a number of engines, all the way

up to 376-hp in our 421. You can move it with the standard all-synchro three-speed or you can order our smooth running Turbo Hydra-Matic transmission. You can cool it with the Automatic Temperature Control. You can top it with the Cordova vinyl covered roof. Think we'd forget about the inside? Never fear! Custom tailored seats, rich deep nylon blend loop pile carpeting, a clock, new walnut accented steering wheel and instrument panel are just a few of the features that help make the Bonneville what it is. With everything you've got going for you in the Bonneville, how can you go wrong?

BONNEVILLE HARDTOP COUPE



BONNEVILLE 4-DOOR HARDTOP



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Star Chief Executive

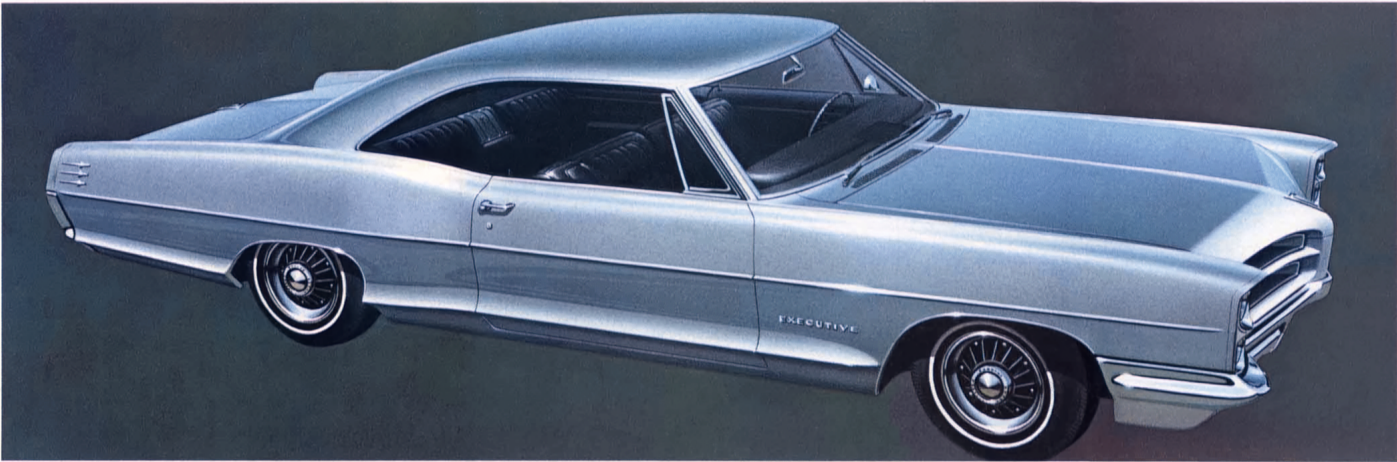


proves that big, handsome, luxurious cars can still be economical as well as elegant. That's the secret of the Star Chief Executive Series. We combine the advantages of a large roomy car on a long luxurious wheelbase with fine interiors and a superb power team to give you the kind of driving pleasure you'd normally expect to get only from cars priced much, much higher.

The Star Chief Executive is all business—as you will plainly see under the hood. But it's all pleasure, too—as you will quickly determine when you slip behind the wheel of one of these Wide-Track beauties. Smartly styled on the outside and trimmed with sumptuous appointments inside, the Executive will give you one of the greatest rides ever—which is due in part to its Wide-Track and 124-inch wheelbase. With Turbo Hydra-Matic, the 290-hp 389-cubic inch V-8 is the standard moving force. (Or, if you want, order the 256-hp version that runs and runs on regular gas.) And you'll get a

very pleasant surprise when you see the low price tag. The interiors are all pleasure, too. The Star Chief Executive seats are covered with fine Pennington pattern cloth and expanded Morrokide or expanded Morrokide throughout—completely color-keyed to the exterior. The dash is fully padded and has a rich looking leather grain effect with new instrumentation. Soft but durable nylon blend, loop pile carpeting runs door-to-door. What, with all its features, and the introduction of the brand-new hardtop coupe model, it makes you wonder why all cars can't be like the Star Chief Executive.

STAR CHIEF EXECUTIVE 4-DOOR HARDTOP



STAR CHIEF EXECUTIVE HARDTOP COUPE
16



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Ventura shows you how easy it is to surround yourself with luxury—without spending a fortune. Case in point: built on the 121-inch Wide-Track wheelbase, the Ventura offers as its primary inducement an exceptionally luxurious interior plus a lot of trim features you would ordinarily pay more for. The standard engine is the 256-hp V-8 with an all-synchromesh 3-speed. When you order the Turbo Hydra-Matic, it comes teamed with the 290-hp V-8 and an extremely low axle ratio for quiet cruising and maximum economy. If you need more reasons to buy a Pontiac Ventura, turn the page . . .

Inside are a few of the more obvious ultra-luxurious deluxe features that come standard on the Ventura. The convertible features expanded Morrokide. And you get a choice of coordinated interiors in the hardtop coupe, four-door sedan and four-door hardtop of expanded Morrokide or a combination of handsome Pennington cloth and Morrokide. You can order headrests, too. Naturally, the carpeting is a nylon blend loop pile. The dash is fully padded and trimmed in a distinctive leather grain effect. And then, the finishing touches are things like standard fender skirts, special emblems,

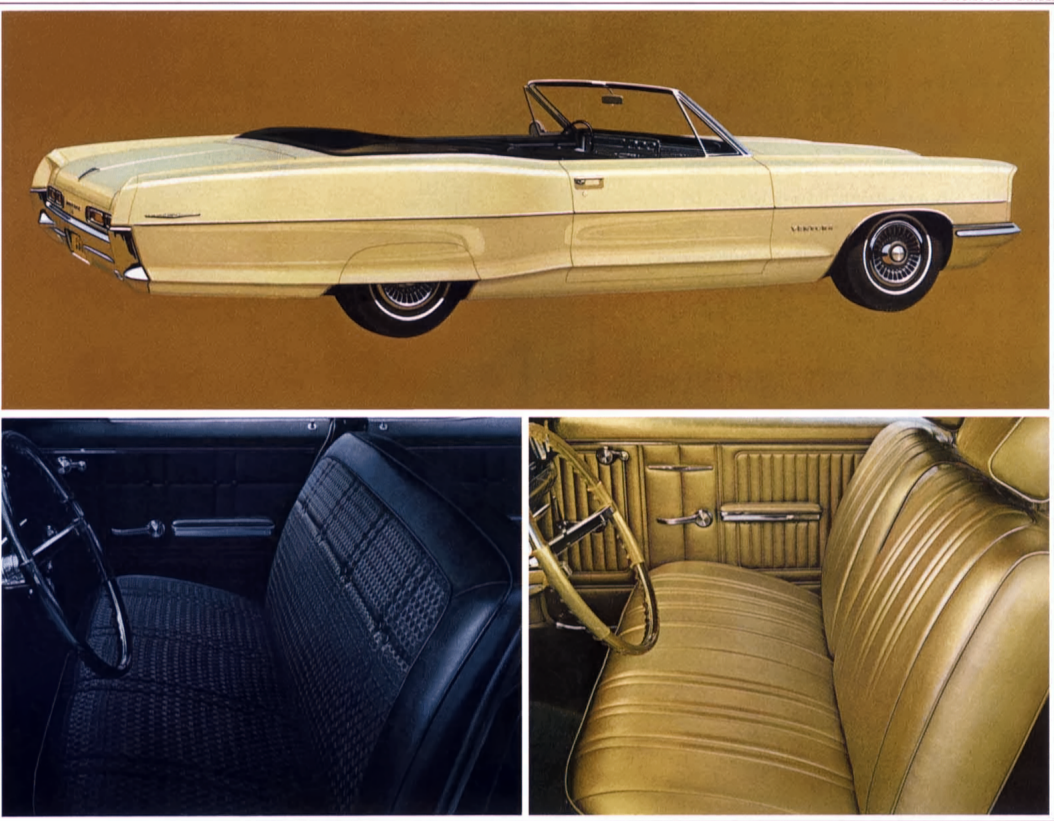
deluxe exterior and interior mouldings and deluxe wheel covers. It makes you feel rich just looking at a Ventura. Just think what it feels like owning one. Even though Ventura's standard equipment is already ample, we've got options you can order that will make it that much nicer. For instance, you can cool your Ventura with Automatic Temperature Control air conditioning and then top it with the Cordova vinyl roof. You can also add power window lifts, power steering, power brakes, power-operated seats and the Electro-Cruise system, to name just a few.

VENTURA HARDTOP COUPE



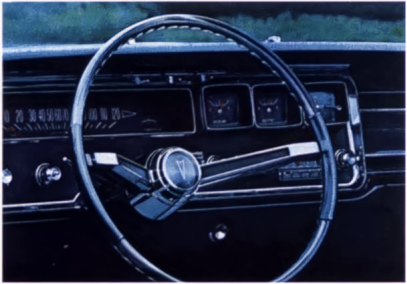
VENTURA 4-DOOR SEDAN
20

VENTURA CONVERTIBLE



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Catalina is in a class by itself. It's the big-selling, swinging Wide-Track tiger that combines luxury, looks, and performance at so low a price you'll have to look twice to believe it. A lot goes into making a car—and Catalina gets more than its share. Sure, other cars are reaching for Catalina's enviable position, but no matter how dolled up they get, they're just not Catalinas. And no wonder—read on to see what it takes to make a Catalina.



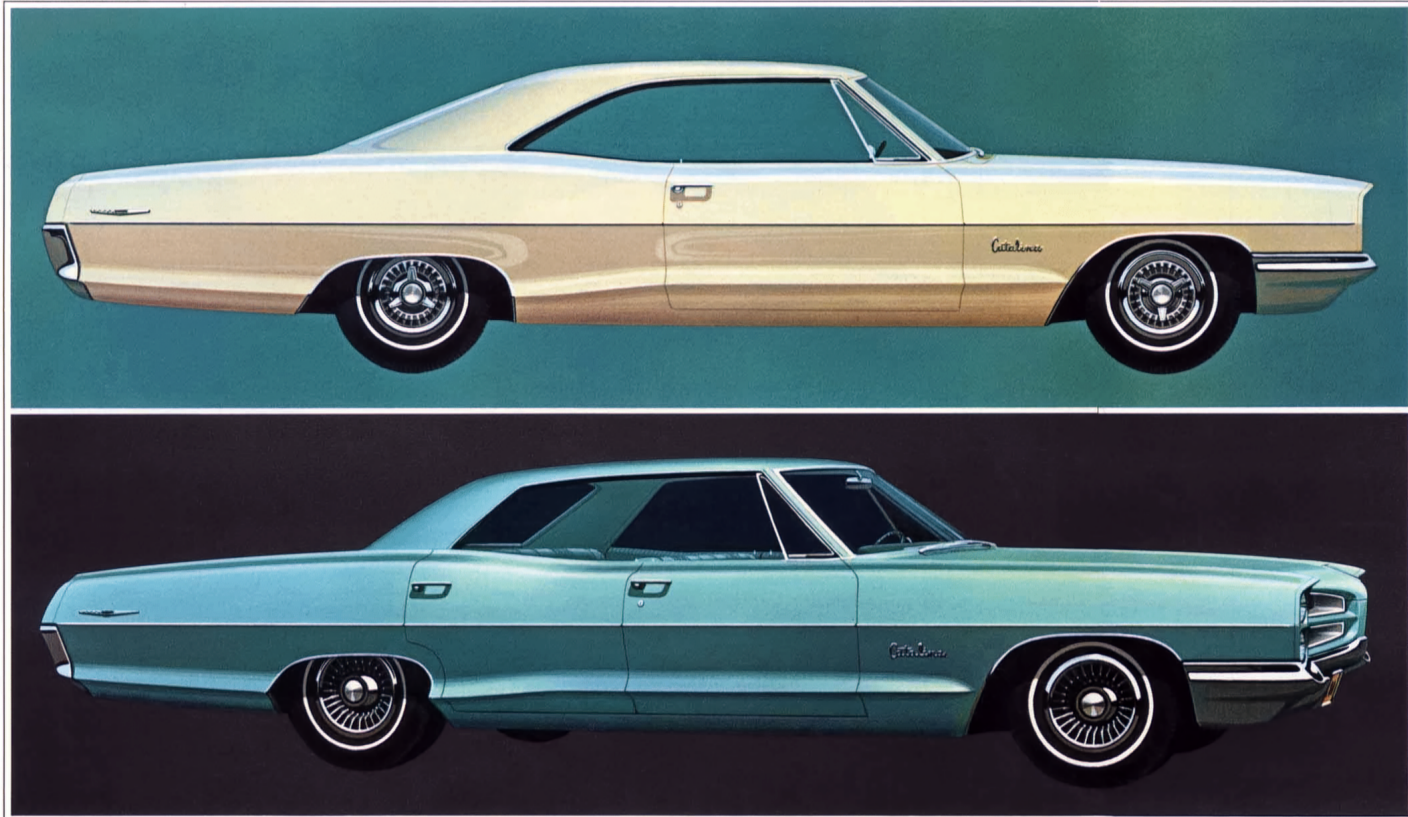
CATALINA CONVERTIBLE

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Right here is just a small list of the things that help make the Pontiac Catalina such a popular car: You can get it as a two-door sedan, four-door sedan, hardtop coupe, four-door hardtop, 2-seat or 3-seat station wagon or convertible. And there's a happy host of dandy no-extra-cost interior features, like 2-speed windshield wipers (with glare-reducing arms), a handsome leather-grain instrument panel with a padded bezel, seat belts front and rear, padded sun visors, and color-keyed interiors of Morrokide and handsome Panama pattern cloth. You say you want something just a little bit

different? Great. Order the new all-Morrokide Strato bucket seats (available only in the hardtop coupe and convertible). While you're at it, order the handsome, black leather grain console. Specify the custom sports steering wheel and make sure it's the version with our tilt option. Order the Automatic Temperature Control air conditioning. It's rather ingenious, you know. You set it once at your desired temperature and three marvelous sensors keep it that way all year—winter and summer. Who says money can't buy happiness? There's even more on the next page . . .

CATALINA HARDTOP COUPE



CATALINA 4-DOOR HARDTOP

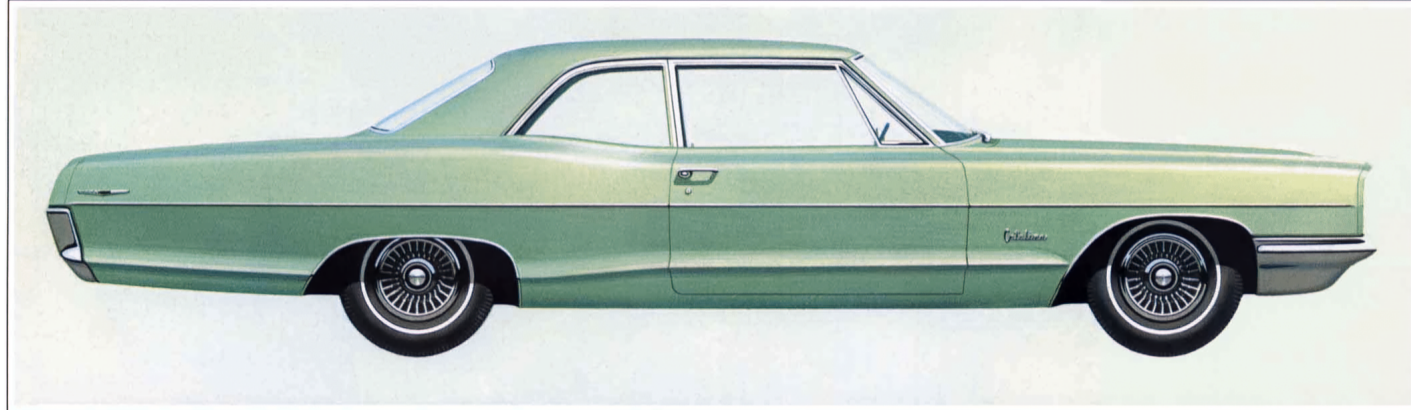


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It's a great life, Catalina-style. Especially with the standard 256-hp V-8 we put in to spice it up. Standard transmission is a fully-synchronized three-speed. But try the Catalina with our super-smooth Turbo Hydra-Matic—teamed with the 290-hp V-8, it comes with the lowest standard rear axle ratio in the business. (That means scrimping economy and performance, too!) You're a performance bug? Order all the way up to the 376-hp 421 with a high performance rear axle ratio and a four-speed stick. While you're at it, add buckets (with the right reclining seat, of course) and order the headrests,

too. You can even order some exotic performance goodies like a transistorized ignition system and a fully transistorized voltage regulator. Of course, you'll want to order the tachometer, Safe-T-Track limited slip differential plus the Safeguard speedometer and low-fuel warning lamp. There you are, with your choice of all-out performance options or tight-fisted economy—and a wide range of in-between-options to let you build your own kind of Catalina. And all the time, you're sitting pretty on a Wide-Track, road-hugging suspension. Smart you.

CATALINA 2-DOOR SEDAN



CATALINA 4-DOOR SEDAN



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2+2

2+2 from Pontiac . . . the wonderful Wide-Track way to go from place to place. Now in its third year, this limited edition, personal performance car has all the get-up-and-go you'd expect when Pontiac goes all out—plus all the room, comfort and appointments of a luxury passenger car. The standard 4-barrel carburetor 421-cubic inch V-8—topped off with chromed rocker covers and low restriction air cleaner—delivers 338 hp. And it drives a fully-synchronized, floor-mounted, heavy-duty three-speed transmission with a Hurst shifter. Special springs and shocks and a high performance axle ratio are standard, as well as the dashing pin striping which shows off the long, low lines of either the hardtop coupe or the convertible. Inside, door-to-door loop pile nylon blend carpeting and sleek, new bucket seats sweep you up with that go-go-go spirit. Just being in the 2 + 2 makes you forget the hum-drum, run-of-the-road-type transportation. If this sounds like your kind of car, ask your Pontiac dealer for the special GTO/2 + 2 performance catalog—and go-go-go.

2+2 CONVERTIBLE

2+2 HARDTOP COUPE



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GTO

GTO SPORTS COUPE



GTO HARDTOP COUPE
30

The integral wheels shown on the GTO Hardtop Coupe are not available at start of production. Check with your dealer for availability.

GTO is a very special road machine. So special, in fact, we call it the ultimate tiger. (And that's noteworthy considering all Pontiacs are tigers.) It packs a 335-hp, 389-cu. in. V-8 up front, and harnesses the energy with a column-mounted, all-synchro 3-speed transmission, heavy-duty clutch, heavy-duty shocks, springs and stabilizer bar. The engine doesn't really have to attract any more attention than it already does, but our enthusiastic engineering department insisted on dressing it up with chromed rocker covers, low restriction air cleaner, and oil-filler cap. Naturally, Strato bucket seats and carpeting are standard. And so is the sleek pinstriping on the outside. We've even trimmed the beautiful new instrument panel in genuine wood and given you a choice of red-line or whitewall tires at no extra cost. (There's also a 360-hp V-8 available with 3 2-barrel carburetors, plus a whole lot of stuff on the next page.) And there's more in the special GTO/2 + 2 catalog. Ask your dealer for it. (Just be sure you're slightly whacky about cars!)

GTO CONVERTIBLE



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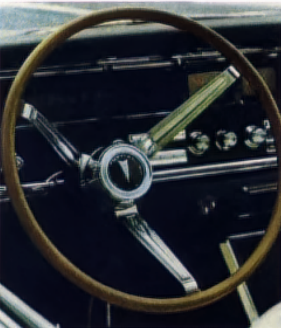
Here's how you can start adding character to your 2 + 2 to turn it into your own special Wide-Track tiger. And you can go just about as far as you want. Add the console. Order the four-speed manual transmission (fully-synchronized in all forward speeds, of course) or the famous Turbo Hydra-Matic. Order quick power steering (17.5 to 1 ratio). Specify one set of our fabulous wheel discs, or better yet, order the exclusive aluminum integral wheel and brake drum assembly. And don't forget the extra-cost, optimum 376-hp, 421 HO engine. (Nobody has yet.) Then there's a tachometer, and the special instrument action package that includes water temperature and oil pressure gauges. But this is just a whiff. For more of the real stuff, see our special GTO/2 + 2 catalog.

GTO, too, has a list of options that'll make you wish you had two cars to put them on. For instance, you can get the sports rally wheels, or wire wheel covers with spinners, or even the all-new, integral wheel and brake drum assembly* that's got to be the best-looking wheel since wheels were invented. You can get the instrument cluster that features a tachometer and gauges for water temperature and oil pressure. And you can select from the optional transmissions (four on the floor or automatic) with or without a console. Aluminum front brake drums, transistorized ignition and a whole slew of other goodies might be what you want for your personal requirements. But there are many other accessories and optional equipment available for the GTO, and they're all listed in the special GTO/2+2 catalog. Get one.

*Not available at start of production. Check with your dealer for availability.



New Strato Bucket Seats in your choice of four distinctive colors



Wood-like Sports Steering Wheel



Special 2 + 2 Console for Turbo Hydra-Matic



Wire Wheel Discs

Custom Wheel Discs

Aluminum Drum with Integral Hub



Wire Wheel Discs



Standard 335-hp GTO V-8



Custom Wheel Discs



Rally Wheels



Precision Tachometer



New Bucket Seats available in six beautiful colors

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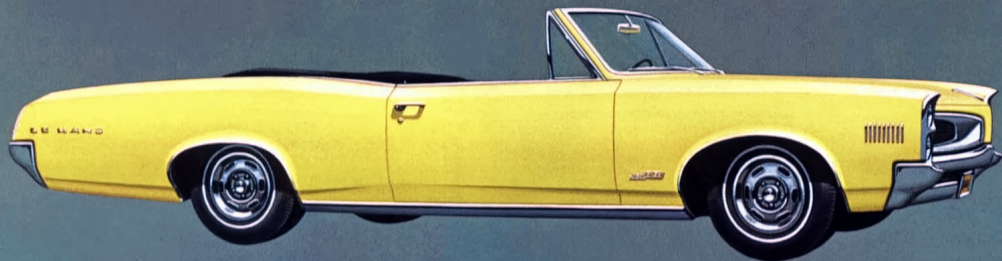
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Le Mans is doubtless the most beautiful car you can buy for the money. And it's doubtless the most luxurious and the most nimble, too. For it does its Wide-Tracking with the new overhead cam six engine (standard equipment) and a three-speed fully synchronized transmission (also standard). Or you can order the silky-smooth automatic. The interiors are the kind you'd expect to find in much more expensive cars: things like door-to-door carpeting, and new profile bench seats with free standing armrest in the new four-door hardtop model, and bucket seats in the two-door and convertible models. But that's not all.

The integral wheels shown on the Le Mans 4-door Hardtop are not available at start of production. Check with your dealer for availability.

LE MANS 4-DOOR HARDTOP



LE MANS CONVERTIBLE



LE MANS SPORTS COUPE



LE MANS HARDTOP COUPE

The integral wheels shown on the Le Mans Hardtop Coupe are not available at start of production. Check with your dealer for availability.

These luscious LeMans are the cars that ought to cost more. But don't. In the convertible, two-door sports coupe or hardtop coupe, you sit in lavish new bucket seats surrounded by a beautiful but sporty interior. But don't let that worry you if you're a family man. We've made some pretty wise compromises to let you bring the kids along (mother-in-law, too, if you're a hero). There's all kinds of room for all kinds of people and things, and the interiors are covered with easy-to-clean expanded Morrokide to let you carry them with a free mind. As for engine options—you can order the sports package and get the 207-hp version of the overhead cam six or swing with the 326-cubic inch V-8 in either the two-barrel, 250-hp, regular fuel or the four-barrel, 285-hp, premium fuel versions.



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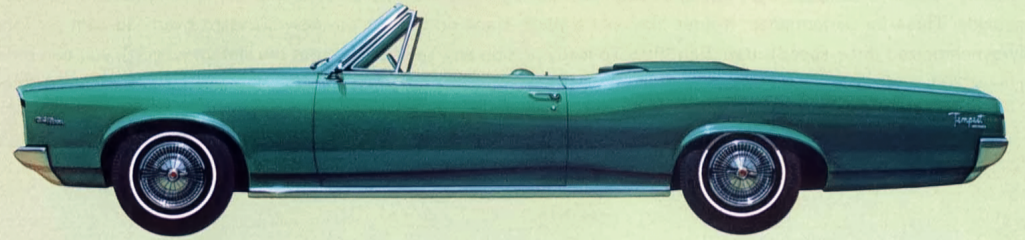


Tempest Custom

just goes to show that Wide-Track makers have a soft spot for people who want Pontiac's brand of styling, roadability, performance and prestige—and want it at a low, low price. Nice people, our Pontiac engineers. They put out this money-saving Tempest Custom without sacrificing any of the important ingredients, like comfort and performance. And they even give you a choice of power plants. Even though the standard engine is the new overhead cam six with 165 hp, you can order all the way up to the 285-hp 326-cubic inch V-8, if you so desire. Turn the page for an idea of the other available options and the other models, too.



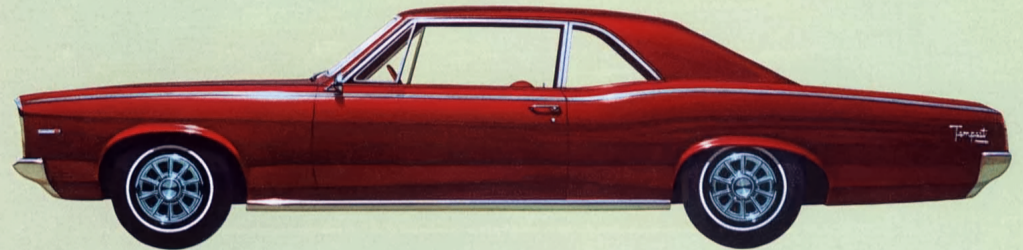
Tempest Custom's price may be fantastically low, but don't be fooled. The Tempest Custom is still a Pontiac, with all the fine styling, prestige, performance and smart interiors you'd expect from the Wide-Track makers. And you can order just about any option you want, to do just about anything you want to any of the beautiful models: air conditioning, power steering, power brakes, power seats, power this and power that. The things you don't have to get, because they're standard, are two-speed windshield wipers, windshield washers, padded dash, padded sun visors, armrests, courtesy lamps, backup lamps, and some unusually beautiful all-Morrokide interiors. You won't have to look closely at the Tempest Custom to discover that it's a cut above normal—with a price that's at least two cuts below normal.



TEMPEST CUSTOM CONVERTIBLE



TEMPEST CUSTOM 4-DOOR HARDTOP



TEMPEST CUSTOM SPORTS COUPE



TEMPEST CUSTOM 4-DOOR SEDAN

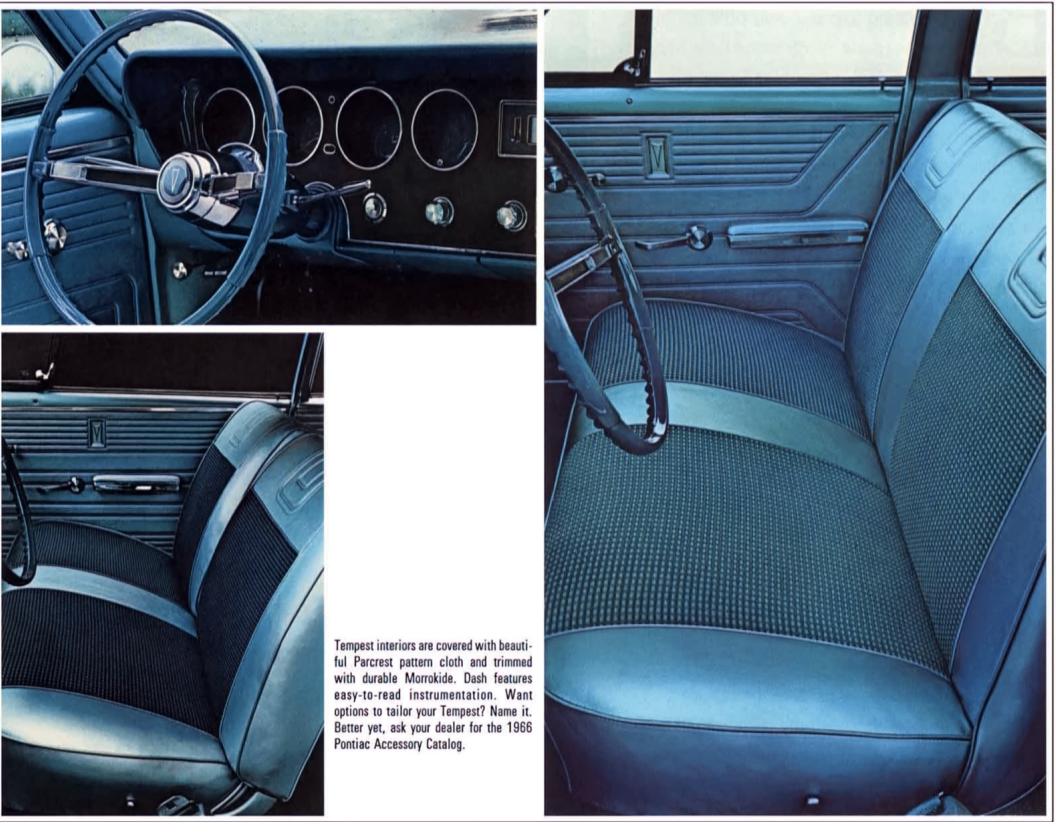
Tempest is a Pontiac is a Wide-Track. Three cheers. One for economy—for the Tempest goes for so low a price. Two for beauty—because Tempest is a Pontiac through and through with interiors tailored in smart-looking pattern cloth and Morrokide. Three for performance. It rides like only a Wide-Track rides, with the new standard overhead cam six (and fully-synchronized three-speed). Rah. Rah. Rah. To really jazz up any Tempest (except the station wagon), you can order our new 207-hp four-barrel overhead cam six in combination with the Hurst floor-mounted, fully-synchronized three-

speed, specially-valved shocks and stabilizer bar, high performance exhaust system, chromed low restriction air cleaner, and high performance rear axle ratio. When you incorporate all these performance features in the Tempest sports coupe you also get our new slick sport striping. Of course, we didn't tell you everything you need to build yourself a swinging Tempest performance machine. You can look at our long list of options and accessories on the back cover, or you can get that information firsthand from your dealer.

TEMPEST SPORTS COUPE



TEMPEST 4-DOOR SEDAN



Tempest interiors are covered with beautiful Parcrest pattern cloth and trimmed with durable Morrokide. Dash features easy-to-read instrumentation. Want options to tailor your Tempest? Name it. Better yet, ask your dealer for the 1966 Pontiac Accessory Catalog.

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Bonneville holds the single, simple distinction of being just the very ultimate in station wagons. With unusually fine Morrokide interiors, full nylon blend carpeting, courtesy lamps, parking brake warning lamp, backup lamps, glove-box lamp, padded visor, seat belts front and rear, and deluxe appointments, like walnut accented instrument panel and steering wheel, you know you're getting the best of two kinds of cars—passenger and station wagon. It's even carpeted in the load area and finished with bright skid strips to help make loading easier. All Bonnevilles come with



a folding third seat (with seat belts) and a power-operated tailgate window. Options? You name it. You're invited to inspect and judge the Bonneville Station Wagon. If you're a station wagon fan, you will probably end up inside one.



BONNEVILLE STATION WAGON

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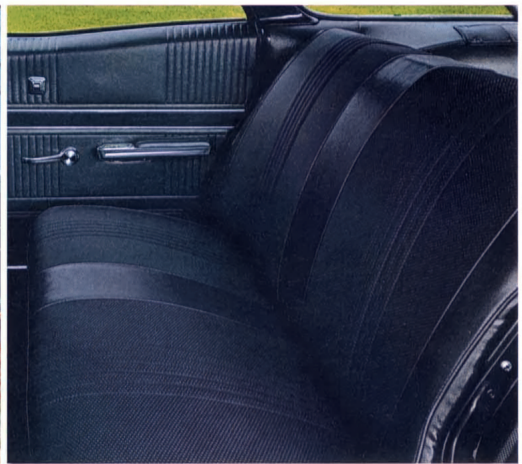
Station Wagon lovers, rejoice! The Catalina Station Wagon returns with new styling, new standard equipment, new options, and makes them available in two- or three-seat versions. Styling you can see. Like all 1966 Pontiacs, the front and rear have a newer, more contemporary flair. And also, like all Pontiacs, the Catalina Station Wagons show off with a new list of standard equipment, like 2-speed windshield wipers, windshield washers, padded dash bezel and sun visors, glove box lamp, courtesy lamps, backup lamps, cigarette-lighter and ashtray lamp and parking-brake warning

lamp. There's great performance under the hood with the 256-hp V-8 as standard or the 290-hp version when you order Turbo Hydra-Matic. The interiors are durable Morrokide, and they're available in five handsome colors. Naturally, there's a long list of options available, such as power steering, power brakes, power seats, power windows, air conditioning, and the handsome-looking Cordova vinyl top to say nothing of some choice station wagon options like luggage racks. Want more information on options and accessories? Ask your dealer for our Pontiac accessories catalog.

CATALINA 2-SEAT STATION WAGON



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CATALINA 3-SEAT STATION WAGON

Want a good reason for choosing a Tempest Station Wagon for 1966? Then start with its spacious passenger and cargo area. And consider the fact that you can choose between the Tempest with its good-looking interiors or the Tempest Custom with its even better looking interiors (both with removable all-vinyl padded load area mat). Add the long list of standard equipment that comes with the Tempest wagons, like seat belts front and rear, two-speed windshield wipers with washers, courtesy lamps, backup lamps, parking brake warning lamp, padded dash, padded sun visors, and much, much more. Then there's the brand new 165-hp overhead cam six engine that's now standard. After all, that's

pretty big news in itself, with all its added performance and extra economy. And the new three-speed transmission that's synchronized in all forward gears is standard. Consider also all the engine and transmission options available. Then look inside. Bright metal skid strips in the Custom ease the loading and unloading. All Morrokide interiors in four different colors. Options? Name it. Automatic transmissions, V-8's to 285 hp, air conditioning, AM/FM radio, luggage rack and power windows plus all the others listed in the back of the catalog. We think of everything, don't we? Want more information? Ask your dealer for our special Station Wagon catalog.

TEMPEST CUSTOM STATION WAGON

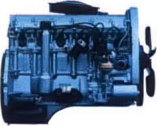
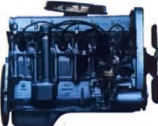
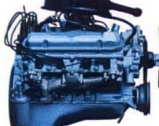
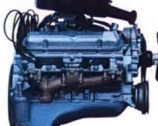
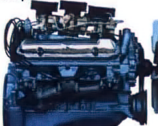
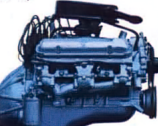
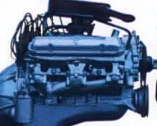
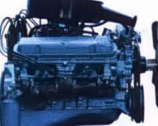
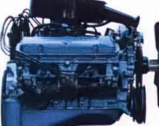
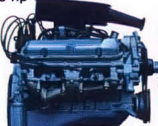
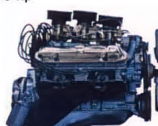


TEMPEST STATION WAGON



(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on the back cover. They're available at extra cost and well worth it in driving comfort and convenience.)

Pick your Pontiac engine and transmission

Tempest, Tempest Custom and Le Mans	165 hp  1. New, standard Overhead Cam L-6. Single barrel carburetor. Displacement—230 cu. in. Torque—216 lb.-ft. Compression—9.0:1. Regular fuel.	207 hp  2. New, optional high compression Overhead Cam L-6, 4 barrel carburetor. Displacement—230 cu. in. Torque—228 lb.-ft. Compression—10.5:1. Chromed low-restriction air cleaner. Premium fuel.	250 hp  3. Optional V-8. Displacement—326 cu. in. 2 barrel carburetor. Torque—333 lb.-ft. Compression ratio—9.2:1. Regular fuel.	285 hp  4. Optional 326 HO (High-Output) V-8. Displacement—326 cu. in. 4 barrel carburetor. Torque—359 lb.-ft. Compression ratio—10.5:1. Premium fuel.
	335 hp  5. Standard GTO V-8 engine. Displacement—389 cu. in. 4 barrel carburetor. Compression ratio—10.75:1. Torque—431 lb.-ft. Low back-pressure dual exhaust system. Declutching fan. Chromed air cleaner, rocker cover and oil filler cap. Premium fuel.	360 hp  6. Optional, higher-performance V-8. Displacement—389 cu. in. 3 2-barrel carburetor. Compression ratio—10.75:1. Torque—424 lb.-ft. Low back-pressure dual exhaust system. High-output camshaft and valve train. Chromed low-restriction air cleaners, rocker covers, oil filler cap. Declutching fan. Premium fuel.	2+2  7. Standard 2+2 V-8. Displacement—421 cu. in. 4 barrel carburetor. Torque—459 lb.-ft. Compression ratio—10.5:1. Low back-pressure dual exhaust system. Chromed low-restriction air cleaner, rocker covers, oil filler cap. Premium fuel.	
GTO	256 hp  8. Standard, V-8 for Catalina and Star Chief Executive with manual transmission. Displacement—389 cu. in. 2 barrel carburetor. Torque—388 lb.-ft. Compression ratio—8.6:1. Regular fuel.	290 hp  9. Standard, V-8 for Catalina and Star Chief Executive with Turbo Hydra-Matic. Displacement—389 cu. in. 2 barrel carburetor. Torque—418 lb.-ft. Compression ratio—10.5:1. Optional at no extra cost with 4-speed manual transmission. Premium fuel.	325 hp  10. Standard, V-8 for Bonneville and Grand Prix with Turbo Hydra-Matic. (Optional at extra cost on Catalina or Star Chief Executive) Displacement—389 cu. in. 4 barrel carburetor. Compression ratio—10.5:1. Torque—429 lb.-ft. Dual exhausts standard on GP only. Premium fuel.	338 hp  11. Standard V-8 for Bonneville and Grand Prix with manual transmission. (Optional at extra cost on Catalina or Star Chief Executive) Displacement—389 cu. in. 4 barrel carburetor. Compression ratio—10.5:1. Torque—429 lb.-ft. Dual exhausts standard on GP only. Premium fuel.
	256 hp  12. Optional Regular Fuel V-8 available with Turbo Hydra-Matic only. Available on all models except 2+2 at no extra cost. Displacement—389 cu. in. 2 barrel carburetor. Compression ratio—8.6:1. Torque—388 lb.-ft. Regular fuel.	338 hp  13. Optional high-performance 421 V-8. Displacement—421 cu. in. 4 barrel carburetor. Torque—459 lb.-ft. Compression ratio—10.5:1. Available on all models at extra cost. Premium fuel.	356 hp  14. Optional Tri-Power 421 V-8. Displacement—421 cu. in. 3 2-barrel carburetors. Torque—459 lb.-ft. Compression ratio—10.75:1. Chromed rocker covers and oil filler cap. Available on all models at extra cost. Premium fuel.	376 hp  15. The famous optional 421 HO (High Output) Tri-Power V-8. Displacement—421 cu. in. 3 2-barrel carburetors. Torque—461 lb.-ft. Compression ratio—10.75:1. High-output camshaft, valve train and special exhaust manifolds. Low-restriction chromed air cleaners plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Declutching fan. Available on all models except Station Wagons. Premium fuel.
Pontiac Standard				
Pontiac Optional				

3-Speed Manual Transmissions

Fully synchronized 3-speed column shift transmission standard on: Tempest, Tempest Custom, Le Mans, GTO, Catalina, Star Chief Executive and Bonneville.
Fully synchronized 3-speed floor-mounted shift standard on 2+2, and Grand Prix with bucket seats.
Floor shifts available on all models at extra cost.
All 3-speed floor shifts are equipped with Hurst linkage.
Consoles available only on models with bucket seats.

4-Speed Manual Transmissions

Optional fully synchronized 4-speed floor shift available on all Tempest, Tempest Custom, Le Mans (except regular fuel OHC-6 engine), GTO, Catalina, 2+2, Star Chief Executive and Bonneville models.
Grand Prix—Optional fully synchronized 4-speed available, console shift only. Consoles available only on models with bucket seats.
A Special Order close-ratio 4-speed is available on the GTO only when equipped with a 3.90:1 or 4.33:1 rear axle ratio and on all Pontiacs with 421 cu. in. engines when equipped with a 4.11.
All 4-speed floor shifts are equipped with Hurst linkage.

Automatic Transmissions

Optional Automatic Transmission with column shift available on all models. Console floor shift standard on Grand Prix only; available at extra cost on all other bucket seat models.

Pontiac Power Trains

Here's our list of standard and optional (some at extra cost) power trains. Even though our engineers have carefully selected the standard axle ratios to give Pontiac buyers the right balance of performance and economy, this chart gives you the opportunity to select the engine, transmission and axle ratio of your choice. For instance, the standard engine in the Catalina with Turbo Hydra-Matic is the 290-hp V-8 with

a 2.56 to 1 axle ratio. If you want more performance, select a numerically higher axle ratio like the 2.93 to 1 optional performance axle. Or you can order a more powerful engine (all the way up to the Tri-Power 376-hp 421 HO) with a four-speed fully synchronized manual transmission and a 4.11 to 1 special order axle. Naturally, the more powerful your engine and the higher the ratio, the more revolutions your engine will turn and you'll use more fuel. Now, if you want to sacrifice some of the performance for better fuel-saving economy, order the lower compression regular fuel 256-hp V-8 or select a numerically lower axle ratio. In any event, and whatever you choose, it's a lot of fun to tailor

your car. Try it this year with one of our Wide-Track tigers.
***Note:** Not all axle ratios are available with all engine and transmission combinations. There are certain specific restrictions on some power train combinations. Certain special-order combinations require extra-cost items such as heavy-duty radiator, special brakes, limited slip differential and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for further information. All engines on pages 50 and 51 have been numbered from 1 through 15 for reference purposes only.

Engine	Transmission	Standard Axle Ratio	Economy Axle	Optional Performance Axle	Special Order Axles*
1 OHC L-6—230 cu. in. 1-BBL—165 hp	3-speed	3.08 (a) 3.23 (b) 3.36 (c)			3.23 (b) 3.36 (b) 3.55 (a,c)
	4-speed (d)				
	Automatic	2.56 (a,b) 2.78 (a,c) 3.08	2.56	2.93 (b) 3.08	3.36 (a)
2 OHC L-6—230 cu. in. 4-BBL—207 hp (b)	3-speed	3.55 (a) 3.23			3.90 (a)
	4-speed	3.55 (a) 3.23			3.90 (a)
	Automatic	3.23		3.55	3.90 (a)
3 V-8—326 cu. in. 2-BBL—250 hp	3-speed	3.23	3.08		3.36
	4-speed	3.23	3.08		3.36
	Automatic	2.56 (a) 2.93		2.93	3.36 (a)
4 V-8—326 HO 4-BBL—285 hp	3-speed	3.36 (a) 3.23			3.08 3.55 3.90 (a)
	4-speed	3.36 (a) 3.23			3.08 3.55 3.90 (a)
	Automatic	3.23			3.08 3.36 3.55 (a)
5 GTO V-8—389 cu. in. 335 hp—4-BBL	3-speed	3.55 (a) 3.23			3.08 3.23 3.36 3.90 (a) 4.33
	4-speed	3.55 (a) 3.23			3.08 3.23 3.36 3.90 (a) 4.33
	4-speed w/close ratio				3.08 3.36 3.55 3.90 (a) 4.33
	Automatic	3.23 (a) 3.08			3.08 3.23 3.36 3.90 (a) 4.33
6 GTO V-8—389 cu. in. 360 hp—3 2-BBL	3-speed	3.55 (a) 3.23			3.08 3.23 3.36 3.90 (a) 4.33
	4-speed	3.55 (a) 3.23			3.08 3.23 3.36 3.90 (a) 4.33
	4-speed w/close ratio				3.08 3.36 3.55 3.90 (a) 4.33
	Automatic	3.55 (a) 3.08			3.08 3.23 3.36 3.90 (a) 4.33
7 2+2 V-8—421 cu. in. 338 hp—4-BBL	3-speed	3.42			3.55 3.73 (a)
	4-speed	3.42			3.55 3.73 (a)
	4-speed w/close ratio				3.55 3.73 (a)
	Turbo Hydra-Matic	3.23 (a) 3.08			3.42 3.55 (a) 3.73

3.90:1, 4.11:1 and 4.33:1 rear axle ratios can be dealer installed.

- (a) Not available with air conditioning
(b) Except station wagons
(c) Station wagons only
(d) Not available with this engine
(e) For Catalina 2-door and 4-door sedans and 4-door hardtop models only

- (f) Except Catalina 2-door and 4-door sedans and 4-door hardtop models
(g) For Bonneville hardtop coupe and 4-door hardtop models only
(h) Except Bonneville hardtop coupe and 4-door hardtop models
(i) Grand Prix only

- (k) Except 2+2 models
(l) Except Grand Prix and Bonneville station wagon and convertible models
(m) Grand Prix and Bonneville station wagon and convertible models only
(n) 2+2 models only

TRANSMISSION GEAR RATIOS—TEMPEST, TEMPEST CUSTOM, LE MANS AND GTO								TRANSMISSION GEAR RATIOS—CATALINA, 2+2, STAR CHIEF EXECUTIVE, BONNEVILLE AND GRAND PRIX				
Gear Ratios for Manual Transmissions								Gear Ratios for Manual Transmissions				Gear Ratios for Turbo Hydra-Matic
Trans- mission	Std. 3-speed	Std. 3-speed	Opt. H-D 3-speed	Opt. 4-speed†	Opt. 4-speed	Special order 4-speed close ratio		Transmission (all engines)	Standard 3-speed Manual	Optional 4-speed Manual	Special order 4-speed Manual close ratio	
Engine	OHC L-6 only	All V-8's w/column shift	V-8 w/Floor Shift	OHC L-6 w/4-BBL carb. only	All V-8's	GTO only		1st	2.42:1	2.52:1	2.20:1	1st (Low).....2.48:1 2nd (Super).....1.48:1 3rd (Drive).....1.00:1 Reverse.....2.08:1
1st	2.85:1	2.54:1	2.42:1	3.11:1	2.52:1	2.20:1		2nd	1.61:1	1.88:1	1.64:1	
2nd	1.68:1	1.50:1	1.61:1	2.20:1	1.88:1	1.64:1		3rd	1.00:1	1.46:1	1.28:1	
3rd	1.00:1	1.00:1	1.00:1	1.47:1	1.46:1	1.28:1		4th	—	1.00:1	1.00:1	
4th	—	—	—	1.00:1	1.00:1	1.00:1		Reverse	2.33:1	2.59:1	2.27:1	Total Torque Multiplication at Start 5.22:1
Reverse	2.95:1	2.63:1	2.33:1	3.11:1	2.59:1	2.27:1						

† See your dealer for availability

General specifications

Pontiac Catalina, 2 + 2, Ventura, Star Chief Executive, Bonneville, Brougham and Grand Prix

CHASSIS

FRAME: Perimeter with swept hip design. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel bars for structural rigidity. Rear crossmember permits new bumper-to-frame design. Frame design varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 6 JK steel disc wheels with 8.25 x 14 low pressure tubeless tires. 8.55 x 14 standard on Station Wagons and all cars equipped with air conditioning, available on other models at extra cost.

FRONT SUSPENSION: Ball joint independent front suspension with compression type lower ball joint. Upper control arms pivoted on low dynamic rate rubber bushings. Lower control arms have dual rate rubber bushings. Large diameter, low rate coil springs, hydraulic shock absorbers mounted inside coil springs, compound semi-torque control. New torsion-bar front stabilizer bar results in better handling and improved ride.

FOUR LINK REAR SUSPENSION: Angle-mounted upper and lower control arms. Control arms have low dynamic rate rubber bushings. Large diameter, low-rate coil springs mounted inside coil springs, compound semi-torque control. New torsion-bar front stabilizer bar results in better handling and improved ride.

STEERING: Link parallelogram type steering linkage, self-adjusting steering gear with recirculating ball bearing—both manual and power. New ball type pivot joins pitman arm to intermediate rod assembly. Steering ratio, manual 24:1, with optional power 17.5:1. Power steering optional at extra cost.

BRAKES: Self-adjusting, air-cooled, internal expanding hydraulic type. Two shoe, fixed single anchor. Drum diameter—front 11", rear 11". Total swept area for four brakes 328.9 square inches. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchronized in all forward gears.) Turbo Hydra-Matic and 4-speed manual transmissions, optional at extra cost. Tubular drive shaft. New lightweight Salisbury type semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield, Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models (car can be ordered without heater at reduced cost).

ELECTRICAL SYSTEM: 12 volt system with 42 ampere Delco-tron generator. 53 amp. hr. battery with 8.6:1 compression ratio engines. 61 amp. hr. battery with 10.5:1 or 10.75:1 engines. Transistorized ignition or other extra-capacity systems available optional at extra cost.

ENGINE

GENERAL DESCRIPTION: V-8 short stroke 90° design. Aluminumized valves. Hydraulic waste valve lifters, alloy cast iron block, 5 main bearings with 3" journals on 326 and 389-cu. in. engines—3.25" on 421-cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block equally.

FUEL SYSTEM: Choice of 2-barrel, 4-barrel or 3 2-barrel down-draft carburetion (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance. Completely-sealed fuel pump adds to performance characteristics—especially during warm weather or idle conditions.

EXHAUST SYSTEM: Two-stage exhaust system, consisting of muffler and resonator, standard on all models. New dual low restriction system standard on Grand Prix and 2+2 and on all models with the 421 HO engine. Optional at extra cost on all other models.

Pontiac Tempest, Tempest Custom, Le Mans & GTO

CHASSIS

FRAME: Swept hip perimeter design with box section structure. Entire passenger compartment is encircled by heavy steel side members. Four crossmembers join parallel side bars for structural rigidity. Frame design varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 5 1/2 steel disc wheels with 6.95 x 14 (6 cyl. coupes and sedans), 7.35 x 14 (6 cyl. convertible and V-8 coupes and sedans) low pressure tires. 7.75 x 14 with 14 x 6 JK steel disc wheels. GTO and all station wagons. Integral cast iron wheel and brake drum optional at extra cost.

FRONT SUSPENSION: Ball joint independent front suspension with upper control arms pivoted on rubber bushings. Lower control arms have dual rate rubber bushings. Large diameter, low rate coil springs. Double acting hydraulic shock absorbers which are mounted inside coil springs, have been revised to improve ride and add impact softness.

FOUR LINK REAR SUSPENSION: Spring over axle. Angle-mounted upper and lower control arms. Control arms have low dynamic rate rubber bushings. Large diameter, low rate coil springs, angle-mounted hydraulic shock absorbers. Drive and torque taken through rubber cushioned control arms. Rear track widened to 59".

STEERING: Link parallelogram with recirculating ball bearing gear—both manual and power. Self-adjusting steering gear. Steering ratio, manual 24:1, optional quick manual steering 20:1, and power steering at 17.5:1 are optional at extra cost.

BRAKES: Self-adjusting, air-cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front 9.5", rear 9.5". Front lining width 2.50". Total swept area for four brakes 269.2 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: Fully synchronized 3-speed manual transmission standard. Automatic transmission

option, fully synchronized heavy-duty 3-speed manual, or 4-speed manual transmission optional at extra cost. Tubular drive shaft with two universal joints. Semi-floating Salisbury type hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield, Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models (car can be ordered without heater at reduced cost).

ELECTRICAL SYSTEM: 12 volt system with 37 ampere Delco-tron generator. 44 amp. hr. battery with 9.0:1 compression ratio engines. 53 amp. hr. battery with 9.2:1, 61 amp. hr. with 10.5:1 or 10.75:1 engines. Transistorized ignition or other extra-capacity systems optional at extra cost.

ENGINE

GENERAL DESCRIPTION: L-4—Overhead Cam In-Line 6-cylinder, all-aluminum slipper-skirt type cast pistons, aluminumized large valves, with automatic zero valve lash adjustment. Lightweight alloy cast iron block. 7 main bearings, 2.30" journals.

V-8—V-8, short stroke 90° design. Aluminumized valves. Hydraulic waste valve lifters, lightweight alloy cast iron block. 5 main bearings with 3" journals on 326 and 389-cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block on V-8s only.

FUEL SYSTEM: Choice of 1-barrel (6 cyl. only), 2-barrel, 4-barrel or 3 2-barrel down-draft carburetion mounted on high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance. Completely sealed new fuel pump adds to performance—particularly during warm weather and prolonged idle conditions.

EXHAUST SYSTEMS: All-new exhaust systems designed for new OHV six engines. Engines with single barrel carburetor have single outlet manifold routed to cross flow muffler. Engines with 4-barrel carburetor have high performance dual outlet manifold connecting to a low-restriction straight thru muffler. Dual low restriction system standard on 326 HO and all 389-cu. in. GTO engines (optional at extra cost on other V-8 models).

Tailor your Pontiac just the way you want it with any of the following factory and dealer-installed options & accessories

COMFORT, CONVENIENCE AND APPEARANCE

Air conditioning, Custom and Automatic Temperature Control (Pontiac only)
Carriers, luggage
Clock, electric and rally—see page 33
Console, w/bucket seats only—see page 8
Cover, spare wheel and tire (std. on Ventura, Star Chief Executive, Bonneville, and GP)
Cover, tonneau
Covers, seat
Cushion, foam front
Defogger, rear window (except Station Wagons and Convertibles)
Dispenser, tissue
Electro-Cruise System
Engines—optional—see pages 50 and 51
Exhaust extensions (Tempest, LeMans and GTO only)—see page 33
Fender skirts
Flasher, traffic hazard
Floor mats, front and rear
Glass, Soft-Ray tinted—all around or windshield only
Guards, door edge
Heater, engine block—water
Lock, gas cap, luggage compartment and rear door safety
Luggage carriers
Luggage compartment locks
Mirrors, inside non-glare rearview • outside remote-control rearview • visor vanity
Pad, rear load area (all Station Wagons)
Radios: AM • AM/FM • electric antenna • rear-seat speakers and stereo-effect Verba-Phonic speakers
Roof cover, Cordova vinyl—see page 2
Safetyguard speedometer and low-fuel warning lamp
Screens, tailgate and rear door
Seats, bucket, split profile bench and reclining—see pages 32, 33, 3, and 8
Seats, power-operated
Ski carriers
Steering, power—17.5:1 ratio
Steering wheels—deluxe and Custom Sports
Steering wheel, tilt
Tires, whitewall
Trailer hauling equipment
Trunk lid release, remote-control
Wheel discs, deluxe • custom spinner • wire—see pages 32 and 33
Wheel hub and drum assembly, aluminum (Pontiac only)—see page 32
Window Lifts, power-operated

PERFORMANCE

Axle ratios—see page 51
Battery, heavy-duty
Brake drums, aluminum, front (Tempest, LeMans and GTO only)—see page 33
Clock, electric and rally—see page 33
Custom, Custom Gauge and Rally—see page 32
Engines—optional—see pages 50 and 51
Exhausts, dual (standard on GP, 2+2, GTO and w/421/HO engine)
Exhaust extensions (Tempest, LeMans and GTO only)—see page 33
Frame, heavy-duty (except Station Wagon and Convertible)
Ignition system, transistor—see page 32
Limited slip differential, Safe-T-Track
Steering, power—17.5:1 ratio
Steering wheels—deluxe and Custom Sports
Steering wheel, tilt
Suspension, heavy-duty—see page 30
Tachometer—see page 33
Transmissions: 3-speed manual, heavy-duty 3-speed, 4-speed manual, 2-speed automatic or Turbo Hydra-Matic
Voltage regulator, full transistor
Wheel hub and drum assembly, aluminum (Pontiac only)—see page 32
Wheels, steel, competition-type rally (Tempest, LeMans, and GTO only)—see page 33

(For more complete information on performance accessories or Station Wagons, ask the salesman for our special catalogs.)

Basic specifications, all engines

Engine	230 OHC 6	326 and 326 HO V-8	389 V-8	421 and 421 HO V-8
Displacement (cu. in.)	230	326	389	421
Bore and Stroke (nominal)	3.88 x 3.25	3.72 x 3.75	4.06 x 3.75	4.09 x 4.00
Cooling System Capacity (quarts)	13.5	20.5	20.0	19.5
Oil Capacity (quarts) (Less filter refill)	5	5	5	5
Fuel Capacity (gals.)	21.5	21.5	26.5 (24.0 on station wagons) (21.5 on GTO)	26.5 (24.0 on station wagons)

Basic dimensions (inches)

	Front Tread	Rear Tread	Wheelbase	Overall Length	Overall Width
Catalina, 2 + 2, Ventura and Grand Prix	63	64	121	214.8**	79.7
Star Chief Executive and Bonneville	63	64	124*	221.8**	79.7
Tempest, Tempest Custom, Le Mans and GTO	58	59	115	206.4***	74.4

*Except Bonneville Station Wagon, 121 inches.

**Except Tempest and Tempest Custom Station Wagons, 218.1 inches.

***Except Tempest and Tempest Custom Station Wagons, 203.6 inches.

Quick reference specific model dimensions (inches)

	4-Door Sedan	2-Door Sedan	2-Door Sport Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Convertible	Station Wagon
OVERALL HEIGHT							
Catalina	55.3	55.3	54.4	54.3	54.9	56.0	
2 + 2			54.4	54.3	54.9		
Star Chief Executive	55.3		54.4	54.3			
Bonneville			54.4	54.3	54.9	56.0	
Grand Prix			53.9				
Tempest	54.0		53.2			55.4	
Tempest Custom	54.0		53.2	53.2	54.0	53.1	55.4
Le Mans			53.2	54.0	53.1		
GTO			53.2	53.2	54.0	53.1	
FRONT SEAT LEG ROOM (Max. Effective)							
Catalina	42.6	42.6	42.5	42.5	42.5	41.6	
2 + 2			42.3	42.3	42.3		
Star Chief Executive	42.7		42.3	42.6			
Bonneville			42.3	42.3	42.3	41.3	
Grand Prix			42.3				
Tempest	41.2		41.2			40.9	
Tempest Custom	41.4		41.4	41.4	41.4	41.0	
Le Mans			41.8	41.8	41.8		
GTO			41.8	41.8	41.8		
REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)							
Catalina	38.3	37.7	33.8	37.5	33.8	38.2	
2 + 2			35.2		35.2		
Star Chief Executive	38.1		33.8	37.5			
Bonneville			33.8	37.5	33.8	38.2	
Grand Prix			35.2				
Tempest	35.7		33.1			35.5	
Tempest Custom	35.7		33.1	33.1	35.7	33.1	35.7
Le Mans			32.3	32.3	35.7	32.3	
GTO			32.3	32.3	32.3		
FRONT HEAD ROOM (with Seat Depressed)							
Catalina	38.4	38.4	37.9	37.8	38.7	38.7	
2 + 2			38.2		39.0		
Star Chief Executive	38.3		37.9	37.8			
Bonneville			37.9	37.8	38.7	38.7	
Grand Prix			37.7				
Tempest	38.1		37.4			37.8	
Tempest Custom	38.1		37.2	37.2	38.1	38.1	37.8
Le Mans			37.5	37.5	38.1	38.1	
GTO			37.5			38.1	
REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)							
Catalina	37.7	37.7	37.1	37.2	37.8	39.0	
2 + 2			37.1		37.8		
Star Chief Executive	37.6		37.1	37.2			
Bonneville			37.1	37.2	37.8	39.0	
Grand Prix			37.1				
Tempest	37.3		36.3			38.3	
Tempest Custom	37.2		36.1	36.1	37.1	36.6	38.3
Le Mans			36.1	36.1	37.1	36.6	
GTO			36.1			36.6	
TOTAL LUGGAGE COMPARTMENT VOLUME (Cubic Feet)							
Catalina	31.2	31.2	33.7	31.2	33.5	91.7(a)	
2 + 2			33.7		33.5		
Star Chief Executive	34.4		37.5	34.4	37.5	90.8	
Bonneville			37.5	34.4	37.5		
Grand Prix			33.7				
Tempest	29.1		30.4			85.3	
Tempest Custom	29.1		30.4	30.4	29.1	30.4	84.5
Le Mans			30.4	30.4	29.1	30.4	
GTO			30.4	30.4		30.4	
a) 2-Seat Model, 90.8 on 3-Seat Model							
NOTICE: All options noted herein, including whitewall tires, Decor Group, and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Reference to interior leather applies to prime surface area of seat cushions and backs except for decorative accents and panels. Ask your dealer for all price information on any model or special equipment you desire. Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, materials, equipment, specifications, prices and model names. The right is also reserved to change any specifications, parts, or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change. Pontiac Motor Division, General Motors Corporation, 196 Oakland Avenue, Pontiac, Michigan 48106 U.S.A.							

*Size measure increases on most models when optional air conditioning is added.

